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TELEPHONE MAIN 661.

THE WEATHER

Oregon and Washington—Fair and warmer except near the coast.

COMBINATION CARLOAD.

The latest order of the Interstate Commerce Commission giving the right to any group of shippers to combine in the making of a carload of merchandise and compelling its shipment by the railway companies upon the car rate is a welcome and sensible ruling. It will be fought to a frazzle by the big lines, of course, but its equity will prevail in the end and to the benefit of the whole country, as all just and rational things benefit us.

The railway tariffs of the country are all gauged to the utter limit of commercial strain and have been for years. The earnings of the great lines everywhere indicate the huge percentages that are nursed and garnered, to the accumulation of gigantic fortunes and it is becoming common knowledge where a few years ago it was not suspected. The people have been made to detest the modern business methods of the railways and steamship lines, and the only way to mitigate the growing reproach, is that some power be invoked to successful interference, just as in this case.

The people are getting in intimate touch with the secrets of transportation manipulation, and are studying the situation as they never did before and are reading avidly everything that comes to them in shape and authority that commends itself; and will be able to meet the plausible and theoretical pleadings of the carriers with facts and figures that silence, if they do not shame, them.

They are learning also that the transportation people have burdens of their own, great and almost insuperable burdens; but they are going to refuse the eternal pose of scapegoat for the making good of the tremendous costs of these burdens. That is what has driven the people to the verge of rebellion; the deliberate shifting of the corporate financial losses to the shoulders of the shipping and traveling hosts of the land. The policy has about run its course and the order alluded to is in line with the scheme of reform.

DUAL TELEPHONES.

Whatever may be the outcome of the telephone rumpus now besetting this city, may the fates forbid a dual system! We have many sins to answer for, but we have never done enough to invoke that nerve-racking penalty. The old and abominable service were a perennial joy and a blessing compared to the maddening exactions of maintaining and manipulating two different 'phones.

One concern is all we want if it will but do its best to give modern and equitable service. Two constitute an outrage too formidable for contemplation in the light of what Portland and other cities have borne and are bearing.

PORT OF ASTORIA.

At last the Chamber of Commerce has evolved a good bill for the establishment of the Port of Astoria. It is time, and the work that has been presented is carefully done and if used to its measure of efficacy, will some day be of astonishing benefit to the city and port. We would like to see the good work go on, whether it shall be applied at once or not. It is a good thing to have up our sleeve when the time comes for us to assert ourselves in a commercial way; beside being an insuperable obstacle in the way of Portland's aggressive policy at this end of the river.

We do not know that the metropolis intends to butt in to our commercial bailiwick, but we are not putting it past her if it becomes convenient

and possible, and to set up our own port and province is to hedge against such possibilities. It may lay dormant until we are in position to formulate its provisions and use its powers, but it is an excellent thing to fall back on when its use shall operate to enhance our own prestige or thwart the undue encroachment of others.

SNAKE TO PACIFIC.

No city in all Oregon would be gladder to see the Columbia wide open for traffic from the Snake river to the Pacific Ocean, than this little old Astoria. We are not a bit hide-bound about the head of navigation when it comes to place or distance.

Every vessel, steamer, ship, schooner, barge, or what not, in the great waterway trade would stop at our doors and there would be dealing and trade and interchange without end. We would be no losers by the open river, and we are just loyal enough to Oregon to want to see other towns and cities beside Portland flourishing. There might be an immense ratio of that trade that would never enter the Willamette at all, but come on down and do business at the real point of sea despatch; which, while it might offend the Portland shippers a whole lot, would save money to the up-river consignor and give some other place in the valley a chance to catch its commercial breath.

We are rather of the opinion that the open river would be an aid, not a rival, to the Hill lines from up that way, because he is of the sort that would use both lines of traffic and swell his own command of the business and territory. Mr. Hill is no stickler at paltry phases of competition; he is just big and broad enough to merge them on his own account and give the people the benefit of the merger. He has done it before.

Anyway, we want to see the up-river people stick to their text and do business by water, and we stand ready to expedite the work with every atom of influence at our command, when they get to a pass where the word of a friend is needed.

All that Scientists have said lately concerning the conveyance of disease by flies gives the idea that the spiders and their flytraps are among the most beneficent things in nature.

Japan's new premier says: "My policy will be peaceful, the prime object being to maintain peace throughout the world." As Uncle Sam will labor to the same end, all is quiet on the Pacific with the exception of Mr. Hobson's typhoon.

Mr. Hearst says Mr. Gompers notified him that a separate Hearst ticket would elect Taft. Mr. Gompers foresees defeat at an early stage, but did not intend that Hearst should resort to publicity in the negotiations.

Taft clubs are reported to be multiplying in the western part of Tennessee, where Republicans have hitherto been scarce. Instead of getting the Middle West Mr. Bryan is likely to lose a slice in the Middle South.

A man in Chicago claims to have been dead 69 hours and describes what he saw in Hades. This is the first instance in which the individual concerned in an incident of this kind failed to gain admission any place but heaven.

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ELKS IN BIG TIME

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DEDICATE NEW ELKS' HALL

Twenty Candidates For Initiation Were in Procession in a Big Steel Cage and Tall Hats and Dusters Were in Evidence.

Portland Telegram: Centralia, Wash., July 28.—This town was given over to the Elks Friday and Saturday. The weather was ideal. Tall hats and linen dusters were much in evidence, each wearer carrying the orthodox cane gaily decorated with the purple and white colors. The occasion of all this gaiety was the formal dedication of the new Elks' quarters on the third floor of the new Union Loan & Trust Company's building. These quarters, with lodge and clubrooms, have been furnished at great expense, and the surprise that Centralia should have competed successfully with the larger cities in the size and elegance of the furnishing of the Elks' lodge was great among the visitors. Friday was given up to the residents of Centralia. The rooms were thrown open to all and the guests were entertained during the afternoon by the girls' orchestra from the Industrial School at Chehalis. In the evening a program was presented and the rooms were crowded with Elks, their relatives and friends. The program consisted of orchestral selections, instrumental and vocal solos, recitations and an address by D. S. Cohen, of Portland. Mr. Cohen gave an interesting account of the aims and objects of the order and his remarks were repeatedly interrupted by cheers. The streets of the city were gaily decorated. Arches spanned the main street and countless colored electric lights formed a canopy along Tower avenue. Every store window had an original design symbolical of Elkdom, and

flags waved from the business houses and public buildings. Saturday the Elks had their inning, both hosts and guests. Each train brought in delegates from outside lodges, all appropriately attired and eager for the fray of jollification. The resident Elks constituted themselves a committee of the whole on reception, and every train was met and the visitors welcomed and escorted to the clubrooms or to places of interest in the town. Among the visitors are Judge Hadwick, of Colfax; Lieutenant-Governor Coons, of Port Townsend; Sam Nichols, secretary of state; C. G. Austin, candidate for lieutenant-governor and J. H. Schively, state insurance commissioner. In the evening there was a grand parade of automobiles, water wagons and Elks, all escorted by several bands, among which was a military band from a cavalry regiment camped about a mile from town.

Twenty candidates who were about to be initiated were in the procession in a big steel cage.

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TOKIO, July 9.—In anticipation of the visit of the American fleet to Japanese waters the municipal bodies of more than one port have already taken initial steps to extend to officers and men a hearty and characteristically Japanese welcome. On July 7 the Yokohama Municipality held a conference at which the members discussed the proposed reception in honor of the fleet which is expected to arrive at Yokohama during October. Mr. N. Mitsuhashi, the mayor, proposed that a garden party should be held on the cricket ground to which should be invited about 2,500 American officers, the American ambassador and his staff, and that about twenty thousand yen should be spent by the city on this entertainment. The proposal was unanimously carried. A bill providing for the expenditure will shortly be submitted to the city assembly. Leading citizens will also give a banquet at a foreign hotel in honor of the American officers. In addition to the above entertainments the Yokohama chamber of commerce intends to give a Japanese dinner to the American visitors at a tea house. It is expected that the preparations for the occasion at the capital will be upon a proportionately elaborate scale, following the precedent created on the occasions of the last visit of the British fleet.

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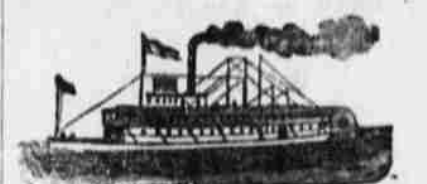
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